



The
National
Falcon
News

Bill Honor
Fort Wayne, Indiana

July 2007

1969 Falcon

Cover: Bill Honor

Bill Honor of Fort Wayne, Indiana sent photos of two of his Falcons taken in this patriotic setting featuring a downtown mural in Fort Wayne. This is an Ivy Green 1969 Falcon that he found after it sat for a year and a half, had a rear end collision and would not run. It needed the carburetor rebuilt, gas tank connected and battery charged. He added a heavy metal grille and taillights from a 1969 Australian Falcon XT. Since he paid only \$200. for the Falcon, he wanted to "spice up his bargain ride." See his other Falcon on the back cover; it is a 1968 Sea Foam Green Florida car with 70,000 miles bought for \$1500. two years ago. Both Bill's Falcons are straight six cars.

Do you have a photo of your Falcon that you think should be on the cover? Send it, along with a few paragraphs about the car to the Editor at the address on page 3.

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net.

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Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.—monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at 4:30
PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.—monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Fire Mountain Rest.,
Concord Mills Blvd
off I-85
(704) 735-5077

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
661-587-8539

Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave. 7:00
PM
559-322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat — monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.—monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.—bimonthly
(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI
1st Sun.—monthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(763)-420-3050

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 725-4110

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 265-3301

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

Falcon Club of America Officers

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Presidents Message

Carolyn and I are making our last minute preparations for our annual trip to the FCA National Convention. We're both excited about the trip, getting to see our many Falcon Friends and of, course, Carolyn can hardly wait to get to the Mall of America. I hope everyone has made their plans by this time and are ready for the trip.

Our Club Store Managers, Bonnie and Mary are planning to have some new merchandise available again this year. The Club Store is slowly making it back with the help of Cliff McKay, Joe Stowe and James Baxter.

I would like to recognize our Editor, Wendy Crosby for the great job she does each month putting together *The National Falcon News*. Thanks, Wendy, and we look forward to seeing more articles and photos from your individual interviews at the National Convention in Minnesota.

We look forward to seeing everyone in Minnesota for the 28th National Convention.

Chuck and Carolyn

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G

erald Doherty of Ennis, Texas writes, "I bought my first Falcon when the 1965's came out. It was light turquoise with a 289 and four speed transmission. Then, Nita and I got married, and we traded it for a family car.

We bought this car from Falcon Club of America member, Terry Carlson, in 2003. It was nice when we bought, it but we wanted more performance, so we added a Rod & Custom front suspension with power rack, power disc brakes, Keith Craft 408, 5 speed, 9 inch rear with 3:89 gears.

We really enjoy this car but are still looking for a turquoise hard top."

Gerald and Nita Doherty (FCA #11039)
Ennis, Texas



Jim Vangalio writes, "I am sending five pictures of my 1965 Falcon Futura for consideration in *The National Falcon News*. I am a member of the Erie Canal Chapter in upstate New York.

My Falcon is a 1965 Futura with a 289 and automatic transmission. The 289 is freshly redone with a Offy tunnelram, Holley 600 double pumper, Lunati Bracket Master II cam, Mallory dual point distributor and coil, and Hedman headers through Flowmaster exhaust. The C-4 tranny has a 2600 TCI convertor, B&M shiftkit with a B&M ratchet shifter. All five wheels are Cragar SS, traction bars by Lakewood. The car was painted this winter with PPG Vermillion Solid Red, with a top coat of seven coats of clear with Silver Dust. The side moulding is white base with Pearlescent Chameleon top coat. Tunes are provided by a Pioneer stereo connected to Rockford Fosgate speakers, a Scoche four channel amp and 10" Pioneer sub."

Jim Vangalio (FCA #11855)
Ovid, New York



Classified Advertising

Falcons For Sale

1960 Falcon 4 door sedan, 144, automatic, red and white. Arizona car, clean AZ title, not running. Restoration project, stored 20 years, outdoors past year. No cancer, decent body. Needs tires, windshield, antenna, TLC. Have extra parts. Unable to deliver. \$500. Christine Tomczak, 928-289-5010 or falcongal_2000@yahoo.com. AZ.



1961 Falcon first year Futura; new seat covers/mats/padded dash/original color paint; re-chromed bumpers; perfect grille; 5 rare original hubcaps; 95,000 miles, needs undercoating; 85%+ restoration and book value of \$9,000+; Asking \$6,000. OBO. Will deliver to much of the east. Ray Malenfant,

302-492-8715 or dasfalcon@dmv.com. Email for pix. DE.



1962 Falcon Station Wagon. Original rust free Arizona car. White & Chestnut brown. New radial tires. Deluxe package. Air conditioning. Six cylinder later model, with automatic transmission. Drive anywhere. \$10,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1962 Falcon 4 door sedan. No Rust. 170 three speed. Beautiful car. Pictures upon request with list of upgrades. Must sell. \$9800. Tom Williams, 706-816-9721 or williamsrmds@bellsouth.net. GA.

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1963 Falcon Sprint, 2 door hardtop. Rebuilt 260, 4-speed, top-loader. White/ black. Older paint still looks good. Many new parts. All mechanical work professionally done. Very solid, drive anywhere. \$7500 OBO. For photographs or more information contact: Bernie Summit, 724-838-0703, or bsummit727@hotmail.com. Greensburg, PA.

1963 Falcon Sprint. Parts car, no engine, no title, no front seat, auto tranny, some rust, good glass, good trim. \$850. OBO. Call Tim at 218-937-5682 or 701-238-1277. Hawley, MN.

1963 Ford Falcon 4 Door Station Wagon. 170 CID 6 Cyl. Auto Transmission. Original owner with title. \$3000. J.T. Poole 770-428-7156 or jtpoole@att.net. GA.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



1963 Falcon Futura convertible, light blue, 6 cyl. engine rebuilt in 2001, few miles since then. Two speed, seats, top, carpet etc. in average+ condition, small bubbled rust one fender, rust in trunk, more photos available, Neat car! \$8,900. Ray Heffington, 386-212-8282 or send email to Ray-Lonna@HeffingtonAndAssociates.com. DeLand, FL.



1963 Falcon Ranchero. Rebuilt 302 V8, tuned intake and 650 4-barrel carb. 3 speed Torino auto trans, disc brakes front. Vintage Mustang Rallye chrome wheels, underdash AM/FM tape deck, original radio works! Dual exhaust & tow package. \$9500. Dave Larson, 239-269-4015 or 239-793-8618. FL.

1963 Falcon Sprint Convertible. Complete newer restoration, red ext. with white conv. top. Rebuilt 260 V8, Holley 4 bbl. carb. Original 4 speed, NOS red interior, Rallye GT wheels. Call or email for more details and pictures. \$24,500. Keith Johnson, 641-592-2166 or kbbk@wctatel.net. IA.

1964 Falcon Sprint. Rust-free Los Angeles, California car. 260 V8 with 4 speed, Hurst shifter. Rolling chassis with most all parts. Vehicle has been bead blasted and ready for restoration. I have \$2800 invested—will sell for best offer. Call or email for more details. Call Dennis, 702 260-3025 or email orendorf@earthlink.net. Las Vegas, NV.

1964 Galaxie 500, 2-door hard top, daily driver, 289 V8 auto, power steering, needs paint and upholstery. \$5500. OBO. Call Tim, 218-937-5682 or 701-238-1277 Hawley, MN.



1964 Falcon 4 door sedan. 260 V8 engine, 2 speed automatic, Ford factory air conditioning. Well maintained rust free original, excellent condition inside and out with 107,500 miles. Interior expertly redone with NOS fabrics, excellent Chantilly Beige paint with clear coat. Runs great. First place in it's class at Falcon Nationals 1998. \$6000. Mike Nichols 970-385-7538 or email twoforsteam@hotmail.com. CO.

1964 Falcon Futura 2 door Hardtop, Fuel injected 5.0, 5-Speed, 9" Traction Loc, Classic Air, rollbar, traction bars, subframe, Mustang II suspension, 11" Disc, 11"x2½" Rear drums, hydraulic clutch, California body, sandblasted and repaired, **NO RUST**, Needs exterior paint. Engine compartment, undercarriage, interior, trunk detailed. Much more. Asking \$30,000. John Woodason, 207-985-3718. Arundel, ME.



1965 Falcon Deluxe Ranchero. Red and white. Restored to original. New interior with bucket seats. New tires and brakes. Original add on Ford air conditioning. Drive anywhere. Over \$20,000. invested. Asking \$14,900. John Prosje 954-467-8371 or kelautoaircondit@bellsouth.net. FL.

1965 Ranchero. Body mounted on Mazda/Ranger pickup frame. Stock 460 engine, C-6 automatic, 9" Ford differential. Runs. Needs to be completed. \$4000 OBO. L. Z. Little, 540-344-6207. VA.

1965 Falcon 2-door, Mustang II suspension, set up for late model engine, good glass,

some rust. \$750. OBO. Call Tim at 218-937-5682 or 701-238-1277. Hawley, MN.

1965 Ford Falcon Futura 2-door sedan. 58,000 original miles. Solid body, no rust, but original honey gold paint flaking. Excellent glass and trim. 289 V8, toploader 4-speed, 9-inch rear, front disc brakes. \$8000 OBO. Gene Breaznell, 518-478-9290 or Brez4@aol.com. NY

1968 Ford Falcon 4 door station wagon. 200 cid 6 cylinder. C4 auto transmission. \$1500. Contact J.T. Poole, 770-428-7156 or jtpoole@att.net. GA.

1970 Ford Falcon with 90,000 original miles. Metallic Sky Blue, interior in good shape except for crack in dashboard. Ashtray never been used. New tires, rechromed bumpers. No bondo. \$6500. Angel at 765-569-2046. Rockville, IN.

Falcons Wanted

1964–1965, Red-on-red restored convertible. Bucket seats, V-8, auto, power steering. John Waugh, 760-723-0705 or JCW123@sbcglobal.net. San Diego County.

1962 Falcon Squire (four-door wagon) with bucket seats. Must be rust free and in "turn-key" condition. Cash waiting. Don Bougher, PO Box 5108, Salem, OR 97304 or e-mail rainbowfarms@att.net.

Wanted: 1965–1969 Ford Falcon Futura station wagon. Want something that needs work. Michael Murphy, 716-883-3689. Buffalo, NY.

Parts Wanted

1970½ Falcon r/h grille head light cover Steve Walkerow, 330-263-6503. OH.

I need a fuel sender unit and a good 10½" "Dog dish" Hub cap for my 1966 Falcon Ranchero. Bill DeFreze, 541-471-2111 or billydee@rascal.cc. OR.

—Continued on page 10

Run a Photo Ad!

Want to make your Falcon really stand out and sell fast? Include a photo with your classified ad for only \$20. See guidelines on page 6 for submission and payment.

Indy Individuals

George Houck

George Houck (FCA #9004) of Fort Mill, South Carolina has been steadily improving and modifying his 1965 Falcon Futura Pro Street machine. The Falcon is street legal but that's about the only similarity to any other street Falcon you might come across. The rear end is tubbed to accomodate huge tires and it has a racing chassis of complete custom two inch mild steel tube with a sheet metal floor. The front suspension features Pinto rack and pinion control arms. The rear suspension is a narrowed Ford nine inch rear end, 4 link, Strange 31 spline axles, 422 Richmond gears and locker differential—the frame has been totally refabricated, all custom.

This Falcon sports a new engine: a 460 Ford block stroked to 557 cubic inches, with aluminum Cobra jet heads, 2:15/1:75 valves, 10.5:1 jet pistons, scat crank, pro rods, Crower mechanical roller valve train, and an 850 Demon carburetor. The new engine is bored .080 over and 4.25 stroked and offers maximum compression which uses a higher octane fuel. George now uses Premium pump gas, not racing gas, saying, "I went from \$6 a gallon gas to \$3 a gallon." The connecting rods are 6.80, the valve train is .700 lift for extra horsepower, the Falcon weighs in at 750 horsepower!

Brakes are four wheel disc and the shocks are Koni Coil-Over. The custom interior is by Vintage Stitch.



George and "My Bride" in the parking lot at The Race to Indy



Ready to take the track at Indianapolis Speedway



George sent this photo of a burnout done during a previous incarnation of the Falcon, note the different graphics color.

1965 Falcon Pro Street



Electric Current Pearl Metallic Red with DuPont Chrome Illusion graphics



The transmission is a custom built C-6 manual reverse valve body with a 4200 stall converter. The ignition is Mallory Unilight with a Hyfire 4 Box. Rims are 4 x 15 and 14 x 15 Centerline Warrior and the tires are M/T 26 x 7.50 and 33 x 19.50.

The exterior paint is Skinnins Electric Current Pearl Metallic Red with graphics in DuPont Chrome Illusion.

Even though the Falcon is street legal, George didn't venture to the dragstrip during the Indy National, saying "my insurance company might not like that," but I bet the spectators would have enjoyed the show! As you see from the photos here, he did take his laps around the Indianapolis Speedway, but we all know there was no serious speed there!

George has worked as a collision mechanic for 27 years, fine-tuning his expertise on the Falcon when he's not buying and selling stuff on eBay or doing yardwork at his custom home. Look for his super custom Pro Street Falcon at the next Falcon event you attend, you can bet it will be surrounded by many very appreciative admirers!

-More photos on page 12



Classified Advertising (con't)

—Continued from page 7

For 1962 Sedan Delivery. Want to buy or plans to build, the wood platform that goes between the front seat and the cargo area. Rear cargo floor mat. Door panels for steerhead interior, must be excellent to mint. Gordon, 313-543-3197 or gkraning@sbcglobal.net.

WANTED: hood to fit a 1967 Falcon. I have been searching everywhere. George Soresino, 386-586-1064 or junglems_2001@yahoo.com. FL.

1963 Falcon Delux 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln., St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Parts For Sale

Grille for 1962 falcon \$100. Parts for 1963 Falcon: Front splash pan \$25. Hood latch Assy. \$25. Fan blade 260 C.I. engine \$25. New Y pipe for exhaust-260 C.I. engine \$40. Original seat belts, green \$50. Trunk lid \$75. Engine hood \$125. Trunk rods to hold trunk open \$50. Tom Maslanka, 860-583-6359. Bristol, CT.

Front suspension for 1963½ Futura 260 V8, 5 lug hubs, upper and lower control arms, spindles, steering box, arms, shocks, springs, spring towers. \$350 OBO. Don Odell, 704-616-7395 or lonewolfodell@yahoo.com. Charlotte, NC.

5 bolt C4 bell housing, \$125. plus shipping. 1963-65 power steering linkage, cylinder, pump and belt \$150. plus shipping. Mark Rucker, 913-909-4818. Tonganoxie, KS.

Two 1965 Falcon hoods, with letters, and ornaments, \$90. each, OBO. Call Perry, 214- 893-4329, Dallas, TX.

Brand new: GT40 aluminum cylinder heads, \$950. NOS parts: CODR-7A039-B trans. ext. assy, \$30. CODB- 6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com. MO

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

For 1964-65 Ranchero/Wagons: Taillight Buckets, gaskets and lenses \$40. for the pair. Chrome oil cap, twist on \$8. Used fuse box with six inch color coded leads \$5. Sunvisors brown complete \$35. for the pair. Negative battery post disconnect \$6. Steering wheel tan with leather cover \$35. ALL ITEMS PLUS SHIPPING. Call Ray at 505-524-3371 or 1965falcon@zianet.com. Las Cruces, NM.

—Continued on page 14

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- 1957-59 Ford/Edsel-Merc
- 1960-64 Galaxie
- 1965-72 Galaxie/LTD
- 1960-70 Falcon/Ranchero
- 1962-79 Fairlane/Torino

For a free catalog or to order parts by
part number (have part numbers ready)

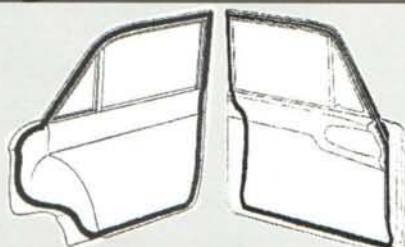
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For parts assistance ordering (704)-786-8139



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- C1DZ-7120530-SET 1960-63 4 dr wgn #71 \$225.00kit
- C0DZ-7320530-SET 1960-65 4 dr sdn \$180.00kit
- C0DZ-7420530-PR 1960-65 4 dr sdn (front only) \$95.00pr
- C3DZ-7620530-PR 1960-63 hardtop & convrt \$85.00pr
- C60Z-6220530-PR 1966-69 2 dr sdn #62 \$85.00pr
- C6DZ-6620530-PR 1966 Ranchero \$75.00pr
- C0AZ-19554-A Door weather stripping adhesive (does approx 2 doors) . . . \$10.00 tube

Falcon Windshield Rubber Seals

Compare Our
Quality
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- C0DB-6403110-C 1960-65 2 & 4 dr sdn, wagon \$65.00ea
- C3DZ-6303110-A 1963-65 hardtop & convrt . . . \$77.50ea
- C3DZ-7603198-PR 1963-65 convrt windshield post to door seals \$80.00pr

Rear Window Rubber Seals

- C0DB-6442084-A 1960-62 2 dr sdn #64, 4 dr sdn #58A \$67.50ea
- C3DZ-6342084-B 1963-65 2 dr hardtop #63 . . . \$67.50ea
- C2DZ-6242084-A 1962 2 dr sdn #62C, 1963-65 2 dr sdn #62, 4dr sdn #54 \$77.50ea
- C0DB-6642084-A 1960-65 Ranchero #66 \$47.50ea
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—Continued from page 9



EDITOR'S NOTE: This story, along with the profiles on pages 20 and 21, are the final installments in a series of thirteen articles about FCA members and their Falcons, all photographed and interviewed at the Indianapolis 27th National Falcon Convention in July 2006. The Editor's quest for photos and stories of members and their cars was a very rewarding and satisfying process.

The Editor is gearing up for another series of articles to run in *The National Falcon News*. This new series will be called **Minnesota Moments**. Interested? Let me know and I will try to look you up. Or just flag me down at the show, I'll be the one with camera and notepad!

It would also be very helpful to have your Falcon's specs written up (year, model, paint color, engine specs, custom items, extras, etc.); then I can make sure to get it right. See you in Minnesota!

Many thanks to all the Indy Individuals who so graciously contributed their time for this initial series. Jon Arnold, Dick Harrington, Ron Talley, John Hubbard, David and Julia Weich, J.R. and Pat Freer, Butch Evans, Dru and Kristy (and Riley) Satterlee, Peggy and John Greenwell, Mac and Barbara McCray, George Houck, Paul Williams and Ric Gross; a big thanks to all of you—I couldn't have done it without you! —Wendy



George's Pro Street Falcon leaves admirers speechless





Falcon



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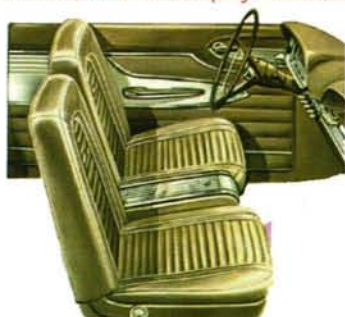
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Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO. 2019.

Need Information

I have a 1964 Falcon Futura convertible with 260 V8 and Fordomatic. I want to install a Mustang II front end and a 1992 Thunderbird 3.8L V6 and four speed automatic overdrive transmission in this car. Please help! Zollie C. Hunt 951-609-3684 or cordell@jagerhund.com. CA.

Information wanted: Any information anyone has that would help me obtain new full quarter panels or new full quarter panel skins for a 1965 Falcon would be greatly appreciated. Jerry Byrd, 812-951-3652 or ragtop65@insightbb.com. IN.

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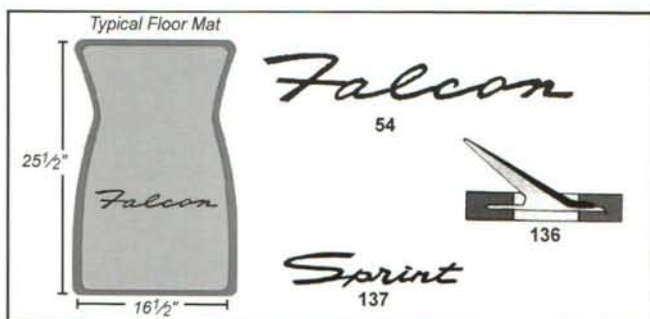
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1963½ Falcon Quarter Panel Script

Those who are serious about restoring your Falcon are constantly on the search for quality parts. There are four viable options when searching for restoration parts.

- Original used parts that survived and are still in good enough shape for re-use.
- Restoration and repair of original parts.
- New Old Stock (NOS), which are parts that were manufactured when the cars were new and were placed into dealer inventory for repair and replacement purposes.
- New Old Reproduction Stock (NORS), parts that have been manufactured using the original part as a model.

ORIGINAL

Finding good used original parts is a challenge. Heading out to a major swap meet in search of that missing part is a ritual that many car enthusiasts welcome. Another option used by many of us today is the internet swap sites. It certainly has made the sport of parts searching more convenient. Unfortunately, it has also driven the price of parts higher in almost all cases.

NEW OLD STOCK

Finding NOS parts is similar to finding good used original; the thrill of the hunt is often brought down by a price that does not meet the reality of your investment.

RESTORATION

Professional restoration of original parts presents additional challenges. Costs tend to be high, quality restorers are hard to find and the risk of sending your rare parts to someone and someplace unknown could cause you to lose lots of sleep.

NEW OLD REPRODUCTION STOCK

New Old Reproduction Stock is often the most reasonable option, assuming the part you are looking for is being reproduced. When the part you are in search of is being reproduced, the natural assumption is that it is a close facsimile of the original part. In many situations the reproduced part is similar but not exact. How often do you hear that nothing beats NOS?



Four Falcon Scripts. Can you pick out the original? From top to bottom: (1) 1960–early 1963 (note closed letters a, l, o); (2) NORS from another manufacturer; (3) Original 1963½; (4) NORS from Dearborn Classics. The open letter script began with the 1963½ models in most cases.

There are many vendors that offer reproduction parts for Falcons and most of us assume that each part is manufactured by one company and then distributed by each vendor. In many cases that is true, but some of the parts we use have more than one manufacturer and quality can vary.

What would your reaction be if you could find an NORS part that not only is a near-perfect match, but was also improved to be better than an original? The 1963½ Falcon quarter panel script (part #EM105B) manufactured by

Dick Harrington of Delhi, New York is a member of the Falcon Club of America (#12563) and a frequent contributor to *The National Falcon News*. His cars include a 1963 Sprint Hardtop, 1963 Sprint Convertible, and a 1965 Comet Cyclone. See his tech articles; "Conversion of Single Bowl to Dual Bowl Master Cylinder" in September 2006 issue, "Drivers Side Fresh Air Inlet Vent Upgrade" (October), "Conversion to a Hydraulic Clutch" (November) and "Replacement of 1960–1965 Falcon/Comet Gas Tank" (January 2007). This is his first New Product Review for *The National Falcon News* in an occasional series.

NOTE: The opinions expressed herein are solely the author's; neither the Editor nor the FCA assume any responsibility or implied endorsement of any products reviewed. Manufacturers, do you have a product you would like reviewed? Send a message to the Editor at the address on page 3.

Dick Harrington



From left to right: Other manufacturer reproduction, original and Dearborn Classics. Notice the more solid casting of the Dearborn Classics Script.

Dearborn Classics is so close to the original in appearance, that when placed side by side it is difficult to select the original script. When each is examined closely, it soon becomes apparent that the Dearborn Classic piece is better than the original. The improvements include a more solid back, a cleaner casting and a smoother surface.

The more solid back will provide less chance of breakage or bending. It will also minimize the chance of chrome flaking on the back edges that is a result of dirt and debris that get trapped in the hollow portion that ultimately can lead to corrosion. The cleaner casting improves the overall appearance of the piece. As you examine the edges that meet the car surface you will not see roughness where the original part was cast in the mold. Finally, the chrome surface is smoother and more highly polished.

Dearborn Classics engineers and manufacturers several die cast emblems for Fords that are zinc die cast in America and then triple chrome plated in America. These high quality reproductions are made exclusively for Dearborn Classics and are not sold by any other vendors. Each part is fully licensed by Ford. In addition, Dearborn Classics also manufactures and stocks over 1700 Ford reproduction parts that are theirs exclusively.

Not all NORS parts are the same. Shopping for the best price is always wise, but not if quality is sacrificed. Would you prefer to pay a little more for a high quality part that has lasting quality or to save money now and end up with a part that will need to be replaced within a few years?



From left to right: Dearborn Classics, original and reproduction by another manufacturer.

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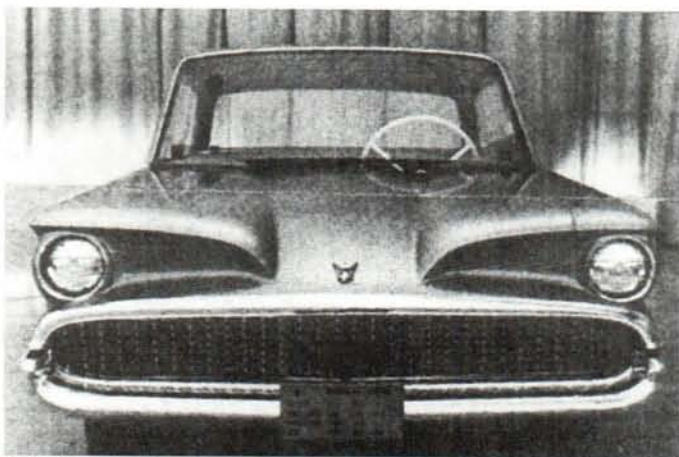
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The origination of the Ford Falcon was tied to the Thunderbird that was produced a few years earlier. The designers of the Thunderbird also initiated the design of the Falcon. The Falcon was called XK T-Bird in its early inception. This was a code name that was used to confuse the competition.

Before the use of computers and high-powered software, clay models were used to design new vehicles. Twenty different clay models were made for the car that would eventually become the Falcon. Clay models had limitations, and the designers of the Falcon created three fiberglass models. The see-through fiberglass models made it easier for management to envision what the final product would look like.

The three fiberglass models used in the development of the Falcon had different design themes. One was named the Cougar, the second was called the Falcon, and third was called the Valkyrie. Designers just named the cars for



This photo of the Valkyrie model is from the Ford archives. It was one of three fiberglass models that were considered to become the new Falcon.

identification purposes as the final name for a new vehicle was management's call.

The initial XK T-Bird designation for the Falcon survived when the 1960 Falcon tooling was shipped to Australia. The XK designation was picked up off the drawings and used to identify the first Australian Falcons in 1962.

The Falcon name was used on early design models for the new-sized Ford, but it was not officially designated the Falcon until 1958. Ford hired an advertising agency to

search names for their new compact. A list of bird names was searched and Falcon was declared the winner.

There are different stories about how Ford acquired the right to use the Falcon name.

One version is that Chrysler had rights to the name because it had been used on a 1955 experimental sports car. Henry Ford II apparently telephoned Chrysler management and acquired the right to use the Falcon name.

Another version is that Chrysler and Ford were unaware that each company was considering the Falcon name. Both companies independently settled on the name, but the Ford Company registered the name 20 minutes before Chrysler. Whether Chrysler would have ever used the Falcon name is unknown.



The Futura name has graced several Falcons, including this modified convertible.

The Futura name first appeared on a Falcon in 1961. The Futura name was previously used on a Lincoln dream car that was used during a car show circuit in the 1950's. Interestingly, the show car was later purchased by Chuck Barris and used to create the Batmobile and it was *cruise-saded* around in by Batman and Robin.

The Futura name was later used on the Ford Fairmount coupe models in the 1980s. More recently, Ford wanted to use the Futura name on their new Fusion offering.

However, Ford lost the rights to the Futura name to the Pep Boys car store chain. The Pep Boys used the Futura name on their tires for several years and Ford lost the rights to the name.

No self-respecting Mustang owner should ever look down on a Falcon as some lesser offering from Ford. If anybody ever questions the origins of the Mustang, then let them know that the car that became the Mustang was first referred to as the Special Falcon.

Lee Iacocca worked some magic on the Falcon, and created the Mustang. He saved Ford a ton of money by creating a new greenhouse on the Falcon chassis. Many

1964-73 MUSTANG	
1928-69 FORD CAR	
1960-70 FALCON	
1962-71 FAIRLANE/ TORINO	
1928-79 FORD TRUCK	
1955-66 THUNDERBIRD STREET ROD	

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components of the early Mustang are interchangeable with its parent—the Falcon.

The selection of the Mustang name is a whole different story. It's was a name that had a connection to the famous World War II American fighter airplane, but then morphed into the horse affiliation. Lee Iacocca was frequently asked why the horse on the grille was running in a clockwise direction when all of the horse tracks in the USA ran horses in a counterclockwise direction. Lee would respond that it was a Mustang, a wild horse, and it ran in whatever direction it wanted.



A Mustang is wild and runs in whatever direction it wishes.

A lot of thought goes into the naming of a new car. I sometimes wonder how important the name of the car is. After all, it is the car itself and how it is styled, drives and performs that is important...right? Then I wonder, what if the Falcon had been named the Valkyrie. Would it have been as successful?

Al Aiello (FCA #2502) is a former Falcon Club of America Board of Directors member and the owner of several Falcons. His home Chapter is The Sonoma County Falcons for Fun in California.

Reprinted from the December 2006 *Falcon Flyer*, newsletter of the Carolinas Chapter, Joyce Baxter, Editor.

Amazingly Simple Home Remedies

1. If you are choking on an ice cube, don't panic. Simply pour a cup of boiling water down your throat and the blockage will be almost instantly removed.
2. Clumsy? Avoid cutting yourself while slicing vegetables by having someone else hold them while you chop away.
3. Avoid arguments with the Mrs. about lifting the toilet seat by simply using the sink.
4. For high blood pressure sufferers: simply cut yourself and bleed for a few minutes, thus reducing the pressure in your veins. Remember to use a timer.
5. A mouse trap, placed on top of your alarm clock, will prevent you from rolling over and going back to sleep after you hit the snooze button.
6. If you have a bad cough, take a large dose of laxatives. Then you will be afraid to cough.
7. Have a bad toothache? Smash your thumb with a hammer and you will forget about the toothache.

Sometimes, we just need to remember what the rules of life really are:

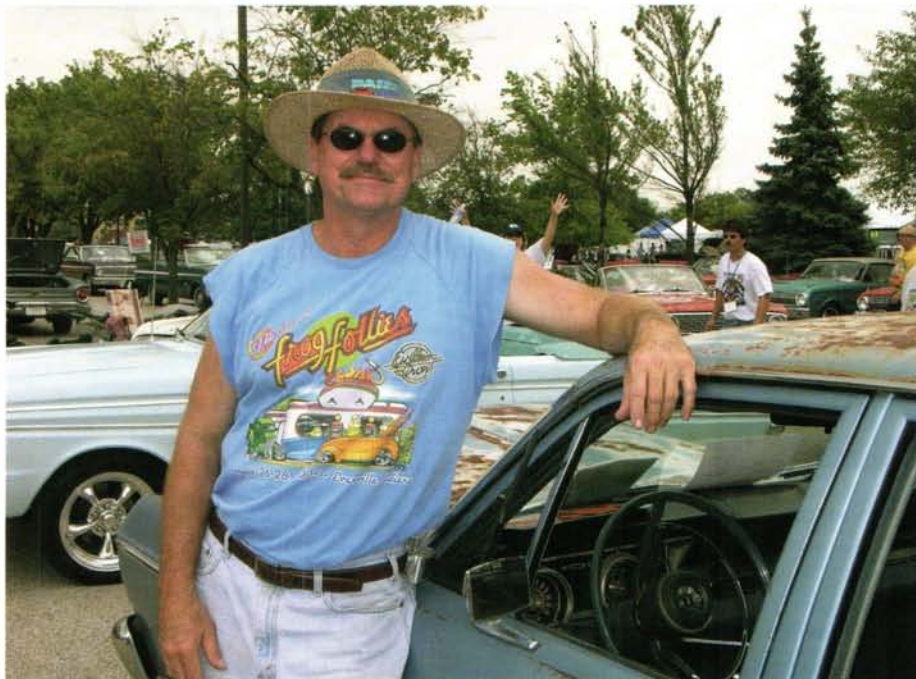
- You only need two tools: WD-40 and Duct Tape.
- If it doesn't move, and it should, use the WD-40.
- If it shouldn't move and does, use the Duct Tape.

Remember:

1. Everyone seems normal until you get to know them.
2. Never pass up an opportunity to go to the bathroom.
3. If you woke up breathing, congratulations: you get another chance.
4. And finally, be really nice to your family and friends: you never know when you might need them to empty your bed pan.

—Submitted by Kathie Hardin
Reprinted from *The Desert Flyer*,
newsletter of the Arizona Chapter, Bill Lind, Editor.

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Ric Gross of Cincinnati, Ohio had this 1967 four door Falcon station wagon at The Race to Indy, but it may not even be his car anymore, since he was trying to sell it to finance his other Falcon project, a 1964 two door sedan that was a two owner car when he bought it. Unfortunately the second owner let it sit and it needs some work. That Falcon has been a Cincinnati car all its life.



The 1967 wagon may not look all that great at first glance but it is solid (except the "Fred Flintstone" floors) and the interior is good. The motor had a cracked exhaust manifold, which Ric indicated is a common problem in six cylinders. It's a 6 cylinder 3 speed.

The wagon would be an excellent project car, it is a good driver and gets 22 MPG. Ric said his Mom and Dad had a 1966 Falcon wagon with no air conditioning that his family took to Florida on vacation in 1966. He keeps threatening to load up the kids and take a vacation "1966 style."



If Ric did sell this car, and it is yours now, please send photos of it's current state and progress. FCA members love to see those Falcon automobiles preserved!





Paul Williams of Wadsworth, Illinois (FCA#12095) trailered his 1963 1/2 Castillion Gold Sprint convertible to The Race to Indy from his home in the Lake Michigan area. He has had the Sprint for about two and a half years since he bought it on eBay.

Paul likes to fire up the Sprint for cruise nights and he is no stranger to the classic car hobby. He is President of his local Model A Chapter and has a 1931 rumble seat coupe. In the past he has had MoPar cars, a 1964 Dodge and Plymouth, and a 1969 AMX, but says he "has always had a soft spot for Falcons," and he wants to have a 1965 Falcon next.



CALENDAR OF EVENTS

COLUMBIA RIVER FALCON CLUB ROAD TRIP TO THE MINNESOTA NATIONAL CONVENTION.

We will be leaving Vancouver Washington on July 8th First night stay in Wallace Idaho, July 8. Second night stay in Billings Montana, July 9. Third night stay in Bismark North Dakota July 10. Fourth night in Minneapolis July 11. Anyone wishing to join us is more than welcome. For motel info check with wagonmaster Doug Nelson, 360-693-6091 or karalie@worldnet.att.net.

28TH NATIONAL FALCON CONVENTION

July 12-14, 2007 in Bloomington, Minnesota. Hosted by the Northland Chapter, FCA. Mark your calendars for the National Meet to be held in beautiful Minnesota! The Northland Chapter has plenty of family friendly fun lined up. If you haven't already, register now! Information: www.northland-falcons.com.

4TH MASON DIXON CHAPTER REGIONAL

August 17-19, 2007. We will once again be at the Ramada Inn Conference Center, 1700 Van Bibber Road, exit 77A off I-95, Edgewood MD. The rate (if booked prior to August 1) is \$69. This includes a continental breakfast. more info: Mike Garrett at 301-916-3323 or msgarrett35@msn.com.

44TH ANNUAL DAS AWKSCHT FESCHT, MACUNGIE, PA

This three day show, the first weekend in August, with over 3000 cars, is one of the largest antique and classic car shows on the east coast. This year the Ford Falcon is the feature car! Call or email Bruce Wolfe for information for FCA members to display their Falcon for just \$10.00 for all three days, 717-469-7252 or afalcon@paonline.com.

The organizers of this meet always promote a "Feature Car". In 2007, the Ford Falcon will be the feature car. About 12 of the feature cars are displayed in a 40 x 100 tent. The cars are displayed with lots of memorabilia There will also be a large display of Falcons outside the tent. The Keystone Chapter is subsidizing the daily \$10. registration. Hopefully this will produce a lot of Falcons for the Feature Car Display.

18TH ANNUAL ECONO-FEST PICNIC

August 11, 2007. Excelsior Springs, MO, Watkins Mill State Park. 11AM-? Open to all 1961-1967 Econoline owners. Info and directions, call Rick Kenney, 816-628-6118 or email nickelvan5@mindspring.com.

11TH NORTHEAST REGIONAL FALCON MEET

Hosted by the Northeast Chapter, August 24 & 25, 2007. Sturbridge, MA. Check web site for more details at www.northeastfalconchapter.com.

11TH ANNUAL FUN FORD SUNDAY

September 9, 2007, 10:00 AM to 3:00 PM for the show, gates open at 8:00 AM for exhibitors. Solano County Fairgrounds, 900 Fairgrounds Drive, Vallejo, California 94589. Sponsor: Nor-Cal Ford Club Council Exhibitor. Fee: \$20 in advance, \$30 at the gate. This is an interclub event open to all Ford, Lincolns, and Mercurys and the largest such event in northern California. Anniversary cars are 50 years of the Ranchero, 50 years of the Skyliner and 40 years of the Cougar. It is expected that about 500 cars will be shown. The show benefits various local charities. Information: PO Box 6682,

Concord, CA 94524-1682. Info: www.funfordsunday.com. Phone: 510-538-7866.

CHERRY'S JUBILEE

September 7-9, 2007. Whether it is the coastal views, the "Cork Screw" on the famous Mazda Laguna Seca Track, or the beauty of the hot rods, classic cars and motorcycles, Cherry's Jubilee 2007 will provide a "Jaw-Dropping" good time. Toss in the great wine and food the Peninsula has to offer, plus the camaraderie with car and motorcycle folks and you have the makings of a great weekend. Venues include Laguna Seca Raceway, Monterey Wharf, Cannery Row, and a Monterey Peninsula Poker Run. Admission is about \$100 per car. Spectators are free in Monterey, general admission \$10. or less at Laguna Seca. This event has been sponsored by the Salinas Valley Memorial Hospital for 15 years—a great family event. Their website, www.cherrysjubilee.org has all of the specifics, including lodging info. Bill Munroe's Falcon takes some laps in photo below.



—Submitted by Bill Monroe, Golden Gate Region, FCA

2007 FCA PACIFIC REGIONAL "BEACH PARTY"

Saturday, October 6, 2007. Hosted by the So Cal Falcons & Beach Cities Chapters at Doheny State Beach, Dana Point Harbor Dr. on the Pacific Coast Hwy. Use the form in this issue to enter! For more information: www.falconsbeachparty.com; 626-969-0620 or email socalfalcons@hotmail.com.

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2007 FCA Pacific Regional "Beach Party"



Hosted by the So Cal Falcons & Beach Cities Chapters

Saturday, October 6, 2007

Doheny State Beach, Dana Point Harbor Dr. @ Pacific Coast Hwy

For more information: www.falconsbeachparty.com;

Phone: (626) 969-0620; Email: socalfalcons@hotmail.com;



Dana Point Marina Inn

24800 Dana Point Harbor Dr., Dana Point, CA 92629

\$79.00/night Standard or \$99.00/night Harbor View.

Reservations: 949-493-1203 or 800-255-6843

Remember to Ask for the Falcon Show Rate

REGISTRATION FORM

NAME _____		SPOUSE/GUEST _____	
ADDRESS _____		CITY _____	STATE _____ ZIP CODE _____
PHONE _____	E-MAIL _____	FCA# _____	CHAPTER _____
ANY SPECIAL NEEDS? _____			

YEAR _____	MODEL _____	BODY STYLE _____	CATEGORY _____
YEAR _____	MODEL _____	BODY STYLE _____	CATEGORY _____
YEAR _____	MODEL _____	BODY STYLE _____	CATEGORY _____

*Registration fee includes One Event T-Shirt: Please specify size - If multiple vehicles are entered specify qty with your size.

S _____ M _____ L _____ XL _____ 2XL _____ 3XL _____

CATEGORY/CLASS: Stock, Daily Driver, Modified, Diamond in the Rough, Master and Display

NOTE: Awards will be given to Oldest, Furthest Driven, Ladies choice and Best of show. Additional classes may be added based on registration.

NOTE: \$10.00 PER VEHICLE STATE PARK ENTRY FEE NOT INCLUDED! FEE PAID AT PARK ENTRANCE DAY OF SHOW!

	PRIOR 9/7/07	AFTER 9/7/07		QTY	REMITTANCE
VEHICLE (S)	\$35*	\$45*		_____	\$ _____
ADDITIONAL REGIONAL T-SHIRT	\$15	\$15	S _____ M _____ L _____ XL _____	_____	\$ _____
ADDITIONAL REGIONAL T-SHIRT	\$17	\$17	2XL _____ 3XL _____	_____	\$ _____
BANQUET ADULT BBQ BUFFET	\$27	\$32		_____	\$ _____
BANQUET CHILD (CHILDREN UNDER 10 YEARS)	\$20	\$25		_____	\$ _____
MAKE CHECKS PAYABLE TO: SO. CAL. FALCONS				TOTAL	\$ _____

Mail Registration Forms with your Checks to: **SO CAL FALCONS, P.O. Box 223, AZUSA, CA. 91702**

Trailer Parking Needed Yes _____ NO _____ Length _____ ft.

NOTE: Liability release must be signed to complete registration: It is understood that the Falcon Club of America, the So Cal Falcons, Beach Cities Chapters and Doheny State Beach assumes no responsibility or liability for loss or damage of car or property during this event.

SIGNATURE _____ DATE _____

The National *Falcon* News



Bill Honor
Fort Wayne, Indiana

1968 Falcon

July 2007